

GERMANS WIN PART OF THE ABLAIN ROAD

North of Arras They Regain 600 Feet of the Way to Angres From French.

BURNING LIQUID FAILS

Special Cable Despatch to The Sun.
Paris, June 27.—Of several German attacks at various points on the front only one seems to have resulted in any loss to the French. This was in the region north of Arras, where the Germans succeeded in securing a footing on the Creux d'Ablain road to Angres, along a front of about 600 feet. The attacks made yesterday with the aid of burning liquid, the Calonne trench, and the Calonne trench, which had been driven out of the few trenches occupied at the time with heavy losses.

The night communication was as follows:

On the north and center fronts there has been no infantry action. The exchange of fire seems to have resulted in any loss to the French. This was in the region north of Arras, where the Germans succeeded in securing a footing on the Creux d'Ablain road to Angres, along a front of about 600 feet. The attacks made yesterday with the aid of burning liquid, the Calonne trench, and the Calonne trench, which had been driven out of the few trenches occupied at the time with heavy losses.

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Finds Germany a Machine Whose Energy Is Wasting

"Neutral" Correspondent of London "Times" Says Wheels Must Stop When Central Source Is Exhausted or Supply of Units of Force Fails.

LOSSES AT FRONT ARE BEGINNING TO TELL

In the following article the neutral correspondent of the London "Times" sums up his impression of Germany in a striking metaphor. Germany is a huge centrifugal machine discharging its energies at the periphery. The machine will give out when the central source of energy is exhausted, and every effort is made to conserve and increase this source, and in this respect Germany provides an instructive contrast with Great Britain.

Looking at Germany from the outside and trying to fuse my impressions and experience into a single image, I seem to see a huge centrifugal machine flinging forces outward. The longer it works and the higher the velocity of its gyrations the more is the centre depleted and the more intensely are the forces crowded along the circumference. There they batter furiously against the walls—the military frontiers.

Between the centre and the circumference there are many eddies and cross currents, which become apparent on close investigation. But they are scarcely visible in the uniform movement set up by the machine. The centrifugal forces may break through the containing human barrier and extend their radius of action. They may make breaches in narrow breaches and cause a leakage. Both of these things have happened. In any case, the working of the machine is attended by continual and terrible consumption of energy, not only by the machine itself, but by the waste, that cannot be replaced, among the units of force which it drives outward.

Consequently, there are two limits to the working of the machine. It will slacken down when it can no longer be fed with enough units of force, or when the supply of central energy itself gives out. Both these factors come simultaneously into play. These are, so to speak, the physics of the problem. Mental factors hardly count. They are inherent in the machine itself, and are inherent in its origin and purpose.

Protracted Tension Tells. Against such a machine only well organized material forces can prevail. True, the machine itself may break down, in spite of its wonderful elasticity. But in the end it will break down, in spite of its elasticity.

porarily out of gear. As yet there are indeed few signs of such a contingency. Occasionally indications are visible that the machine is beginning to tell. One such indication has already been reported in England, but I doubt whether its significance was fully understood.

One morning the chief of police in Berlin was ordered by headquarters to have the police in celebration of an important victory. No victory, however, was given; it was understood merely that the victory had been won on the German front.

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ADRIATIC NAVAL ACTION EXPECTED

Italy Imposes Restrictions on Shipping and May Make Attack on Pola.

NOT GOING TO NEAR EAST

Special Cable Despatch to The Sun.
Rome, June 27.—The Government has issued a decree imposing restrictions on shipping in the Adriatic Sea. It is generally expected that important naval operations are to take place. These operations may entail an attack on Pola, the Austrian naval base on the Adriatic, or a heavy bombardment of the Dardanelles.

Reports that Italy would send warships to participate in operations at the Dardanelles were officially denied today. At the outset of the war it was generally believed that Italy would take part in the attack on the Dardanelles.

The War Office issued the following official statement: In the Trentino artillery duels have become more intense. Our Alpine troops damaged the hydro-electric power house at the Tonale Pass.

On the Taro front the enemy vainly endeavored to retake Zollikofel (one of the Monte Croc peaks). Around Monte Nero, where the latest engagements were fought, the enemy abandoned 2,000 cartridges, 600 cartridges and two bomb throwers. Along the Isonzo the enemy is employing asphyxiating gases and grenades.

The official military journal relates the circumstances which led King Victor Emmanuel personally to decorate Lieutenant Schenardi and Corporal Platania. Schenardi advanced and placed his battery in position under terrible fire. While the soldiers were being protected Schenardi remained for many hours in an exposed position, and was dangerously wounded. Platania, who was with him, also received five Austrian bullets. He killed two and forced the others to flee.

FORTS BATTERED.

Italian Infantry Is Ready for Dash on Rovereto.

Special Cable Despatch to The Sun.
London, June 28.—The Daily Mail's Rome correspondent telegraphs: "Progress has been made by the Italians in all quarters yesterday, although the advance moved slowly. In southern Trentino the Italian soldiers were marking time for some days, although there has been fighting in the region at the head of Lake Garda."

The Austro electric power station in the Ponale gorge, which supplies the towns of Riva and Arco, has been destroyed by Italian guns mounted on Monte Baldo, 8,600 feet high. Both towns are without electric light.

In the mountainous region between Trent and Ala Italian troops are waiting for the Italian artillery to complete its work, which is performing admirably. There is not an Austrian fort but has suffered damage. The infantry is ready for the order to storm the forts.

The capture of the Zellerkofel will be of great advantage to the Italian army. It rises about 1,000 feet and, with Monte Croce, completely commands the Valtellina Pass.

TAKE ALBANIAN CITY.

Montenegrins Occupy San Giovanni di Medua, Rome Hears.

Special Cable Despatch to The Sun.
London, June 28.—The Daily Mail's correspondent at Rome telegraphs that the Montenegrins have occupied San Giovanni di Medua, on the Albanian coast, eighteen miles south of Scutari.

NO TURCO-BULGARIAN PACT. Halli Bey Leaves Sofia Without Reaching Agreement.

Special Cable Despatch to The Sun.
London, June 28.—The Sofia correspondent of the Daily Mail says: "Halli Bey, president of the Ottoman Parliament, has been here, but left without effecting any compromise between Turkey and Bulgaria. The Rumanian-Bulgarian negotiations are proceeding."

German troops stormed the hills on the northern bank of the Dniester, between Buktoszwor, a point north-west of Haliex, and Chodorow. After a fierce struggle we reached the region around Hrehorow, which was taken by the Hanoverian troops. We took 230 prisoners and several machine guns.

As a criterion of the love of truth in the Russian official communiqués the German main headquarters writes: "The Russian day communiqué of Thursday last states that south of Raipolodsk the Russian advance guards captured on Tuesday night the village of Kulig and annihilated an entire German battalion. In reply to inquiries the German army authorities there reported that on Tuesday night a Russian battalion attacked the village of Kulig, forcing us to withdraw our troops and retreat. A landwehr company, reinforced by a landsturm company, made a counter attack and repulsed the Russian advance guards."

On May 23 twenty-five French warships destroyed the German consulate in the town of Alexandria and Palfia, contrary to international law. As compensation for the outrage and to cover the damage to Turkish and German property the French towns of Valenciennes and Roubaix will pay 150,000 francs (\$30,000) each.

Flotilla Active in Gallipoli. Special Cable Despatch to The Sun.
London, June 27.—The correspondent of the Times at Mitylene telegraphs that British aviators bombarded Vourla on June 26, inflicting little damage. Later the same squadron descended on Smyrna and dropped bombs on the forts, killing or wounding seventy men in the garrison.

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GLEN ISLAND WILL BE OPENED THIS WEEK

WARSHIP ERA PAST, NAVY MINISTER SAYS

Augagneur Asserts Undersea Craft Have Upset All Old Methods.

NO SOLUTION FOUND YET

Special Correspondence to The Sun.
MILAN, June 4.—Victor Augagneur, French Minister of Marine, has joined the school of naval experts who see in the development of the submarine as demonstrated in the present war the passing of the battleship as the vital feature of naval warfare. Mr. Augagneur, who before his entry into the French war cabinet had made a notable name as Mayor of Lyons, his native city, and as Governor of Madagascar, explained his views on naval fighting to a correspondent of the *Corriere della Sera* of this city. He said the undersea craft has revolutionized all the old theories and for the present no very effective method of fighting this new weapon has been devised.

"Ten months of war," said the Minister of Marine, "have completely changed all the beliefs which had been held regarding the possible action of the fleet. You know very well that all the general staffs were still under the impression that the submarine was a mere curiosity and as regards naval theories under that of the battle of Toulon. They all believed in the necessity of being prepared for great encounters between squadrons ever more powerful. All efforts were thus directed to the progressive increase of armaments, new methods of defence and greater speed for ships."

It is very natural that the public should have asked finally: Why has not the fleet, for the maintenance of which we have made such heavy sacrifices, done something? Why does it not seek the enemy, rout him out of his cover? It is useless to deny that in all this there is a disappointment, but is not the disappointment more bitter for our enemies, who were filled with such ambitious dreams of naval preponderance? It is true that we have not been able to destroy their fleets in a great naval battle, but we have conquered their dominion of the seas which formerly was the fruit of only most magnificent victories.

The public must resign itself to see the greatest fleet in the world filling a role vastly different from what it was led to hope for. It would be absurd to assert that the chiefs of the Allied fleets have lacked initiative against their wishes to adapt themselves to a method of warfare impossible to foresee."

Channel Coast Safeguarded. "Is there, then, no way to fight the submarines?" asked the correspondent. "We must have continual, tireless vigilance," replied Mr. Augagneur. "We have taken measures of precaution which have already had notable results. We have, for instance, placed beyond all bounds of possibility a German submarine attack on our Channel coast."

"Do you believe that the presence of German submarines in the *Agex* will delay the success of the operations at the Dardanelles?"

"The losses caused by the submarines are certainly to be deplored but they are not greater than had been foreseen. In any case we have taken full precautions against a repetition of such incidents. The operations will continue with the same activity as before and they will be carried on in conditions which we are sure will make success certain."

"The question has been asked, 'Why have not the submarines of the Allies been able to inflict more losses on the enemy?'"

Mr. Augagneur rose from his seat in his study and going out over the Place de la Concorde, replied: "Who could repeat a hare out there? But send the most awkward shot in the world down into the forest at Rambouillet and let him fire at haphazard. The chances are ten to one that he will hit one. We cannot wait for and pursue the German flag, because it is no longer on the seas unless hidden inside a submarine. Moreover, you cannot use a submarine to hunt submarines. All the same the Allies have inflicted appreciable losses on the enemy. We calculate that we have sunk about a score of the enemy's undersea craft."

"What finally is the impression you have gained from ten months of war?"

"The victory for us is certain, but to that to gain it we have need of untiring perseverance."

CANADIAN BRINGS HOME \$85,000,000 RUSSIA ORDER

W. W. Butler Expresses Re-shipment of Treatment Accorded by the British.

WAR VESSELS APPEARED

W. W. Butler, contracting engineer of Montreal and vice-president of the Steel Foundries of Canada and the Canadian Car and Foundry Company, who arrived yesterday by the American liner Philadelphia from Liverpool, had in his pocket one of the biggest war contracts held on this side of the Atlantic, calling for the making of 5,000,000 high power shells for \$85,000,000. Mr. Butler said he obtained the contract in Petrograd and that his plants in Canada would begin manufacturing the shells at once.

While the possession of this order was a source of jubilation to Mr. Butler, he said he felt aggrieved that United States interests had been practically placed at the head of the business of supplying munitions to the British Government.

He regarded Canadian manufacturers of munitions as having been "sighted and ignored," but expressed the hope that since the appointment of D. A. Thomas as the organizer of munitions contracts for the British Government Canada would receive a fair share of recognition.

His own choice for the post held by Mr. Thomas, he said, "was Sir Thomas Stansbury, president of the Canadian Pacific Railway."

Mr. Butler said he had testified before the House committee in England, which is inquiring into munitions supplies, and that he had asserted then what he was glad to repeat in America that England had not treated Canada fairly in the distribution of war supplies.

"There are many plants idle in Canada," Mr. Butler said, "which could make vast quantities of munitions. I myself have eight which can produce highly efficient shells. What the British need at the front is not shrapnel, but high powered shells to smash the reinforced concrete and steel trenches the Germans have been building all winter. Shrapnel is ineffective for such work."

"England cannot manufacture anything like the quantity of high power munitions necessary to assure victory for the Allies," Canada can do the work swiftly.

"They asked me in England my opinion of the plan for importing from Canada skilled labor for the manufacture of munitions. I told them I was opposed to it. I objected strenuously, saying that Canada and the other colonies had already furnished generous supplies of men for the front; Canada herself having given her full quota of troops."

"I characterized the idea of taking Canada's skilled labor from the front as outrageous. I suggested that Canada's mechanics should be permitted to stay where they are and be allowed to make munitions. I told them that the British Government all the munitions it required and ship them to the points where they were needed."

Mr. Butler said his companies would already have been working on the Petrograd shell contract, which he called the most stupendous of its kind ever undertaken. Red tape had sadly hampered the British War Office in the work of obtaining munitions, he asserted, and Lloyd George would have the problem of his career in strengthening things out. He expressed confidence in the success of the Minister of Munitions.

Other passengers by the Philadelphia were a Canadian and a Frenchman.

CAMERONIA'S S.O.S. 'SUBMARINES NEAR'

Philadelphia Tells of Getting Wireless Calls for Help From Anchor Liner.

WAR VESSELS APPEARED

In the wireless news published on Thursday in midsea aboard the American liner Philadelphia, in yesterday from Liverpool, was a perfunctory account of the pursuit by German submarines of the Anchor Liner Cameronia as she was nearing Liverpool from this port on Sunday morning, June 20.

A much more circumstantial tale of the Cameronia's experience had been in the possession of Capt. A. H. Mills since Sunday morning. It was turned over to him by the wireless operator on duty when the Cameronia sent out an appeal for help, an S.O.S. directed to anybody that might be able to lend aid in case the Cameronia should be torpedoed.

There was doubt expressed here of the authenticity of the story sent from Liverpool and published here on Thursday. The British Wireless Office discouraged any investigation and the Anchor Line office in this city knew nothing about it.

The call was relayed to the bridge and Capt. Mills and the officers on duty with him waited for the next flash from the ship. It asked the American to stand by for the position of the Cameronia, which was given as about twenty-three miles west of the Skerries, off the north coast of Wales.

Another message, this time addressed to the Philadelphia, said that the Cameronia was being chased by two German submarines. Capt. Mills then decided to turn back to rescue passengers and crew should the Cameronia be torpedoed.

Before the command to change her course could be sent to the engine room another message came, saying that the submarines had disappeared. The Philadelphia was held to her course. A few minutes later the wireless man grabbed out the circumstances of this startling sentence.

"Submarines have appeared again," again the Yankee commander was on the point of giving the order to head eastward. But he kept right on when he got this:

"No need of coming to us; warship is approaching."

Capt. Mills' serenity returned completely when the final message from the impounded liner said:

"Cameronia now being escorted by warships."

The wireless operator of the Cameronia did not specify what sort of warships the escorting squadron was made up of, but it is thought likely that they were destroyers.

The experience of the Cameronia leads British skippers in this port to suspect that the British Admiralty has changed its policy and hereafter will have warships handy to protect liners, especially those that are carrying large quantities of munitions. The Cameronia had a good store of this kind of cargo.

Killed as Scaffold Gives Way. Louis Glouta, a painter, 77 Broome street, was killed and Benjamin Morrow, also a painter, 308 Dancy street, was seriously injured yesterday when a scaffold on which they were working collapsed at 216 Rivington street.

Wilson W. Butler. Canadian steel manufacturer who has \$85,000,000 war contract.

He was a Chinese Kung, son of Sing Ming Kung of Shanghai, who has been studying forestry and agriculture at Oxford and who will go home with his father, one of the Chinese Honorary Commercial Commissioners now in this country.

Grafton Minott, secretary for Ambassador Gerard at Berlin, and six survivors of the torpedoed Canadian liner, including A. J. Mitchell, Allen B. Barnes and Charles E. Laurie.

TURKISH ENVOY ASKS ITALY FOR PASSPORTS. Report Also Declares Kaiser Has Insisted Ottomans Declare War.

Special Cable Despatch to The Sun.
Rome, June 27.—It is reported here that Naby Bey, the Turkish Ambassador to Italy, called at the Foreign Office today and requested his passport.

Although Italy is at war with Austria-Hungary, with whom Turkey, as well as Germany, is now allied, neither of these two nations has declared war against Italy. The reports that Italy would take part in the attack on the Dardanelles were denied officially here today.

Since the termination of the Italo-Turkish war, however, many questions conditionally disposed of